MD 355 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EX. SIGNS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

22,23 — ONLY — R3-5L (30" X 36")

24 — Monocacy BLVD →

25 — ← Monocacy BLVD

D-3(1) (DUAL FACED) (VARIABLE x 16")

EXISTING SIGNS TO REMAIN

26,33,40 — ONLY — R3-5L (30" X 36")

35,36 — ONLY — R3-5R (30" X 36")

21 — ← New Design RD

27 — New Design RD →

D-3(1) (DUAL FACED) (VARIABLE x 16")

28,34,37,39 — MARKET ST — D-3(1) (DUAL FACED) (VARIABLE x 16")

PROPOSED SIGNAL HEADS TO BE BAGGED

10 — R, Y, G, ◀G — 12"

11 — R, Y, G — 12"

12 — R, Y, Y▶, G, G▶ — 12"

17 — R, Y, G, ◀G — 8"/12"

PROPOSED SIGNS TO BE COVERED

29 — ONLY — R3-5L (30" X 36")

31,32 — ONLY — R3-5R (30" X 36")

PROPOSED SIGNS

30,38 — MARKET ST — D-3(1) (DUAL FACED) (VARIABLE x 16")

EXISTING SIGNAL HEADS TO REMAIN

5,6 — ◀R, ◀Y, ◀G — 12"

7,8,14,19 — R, Y, G — 12"

9,16 — R, Y, G, ◀G — 8"/12"

13,18 — R, Y, G, ◀G — 12"

15 — R, Y, Y▶, G, G▶ — 12"

EXISTING SIGNALS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

1,2 — ◀R, ◀Y, ◀G — 12"

3,4 — R, Y, G — 12"

NEMA PHASING

Ø 1, Ø 2, Ø 3, Ø 4, Ø 5, Ø 6

EMERGENCY PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

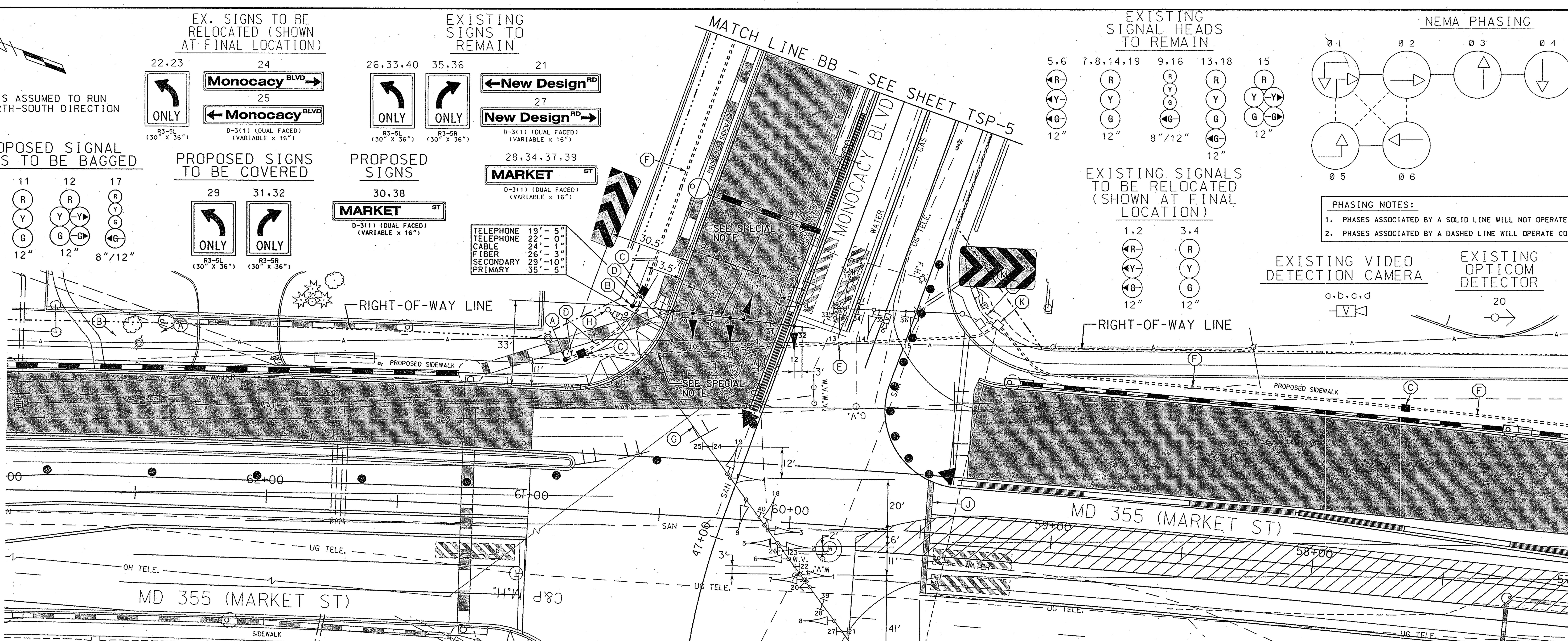
EXISTING VIDEO DETECTION CAMERA

a,b,c,d

EXISTING OPTICOM DETECTOR

20

TELEPHONE	19'- 5"
TELEPHONE	22'- 0"
CABLE	24'- 1"
FIBER	26'- 3"
SECONDARY	29'-10"
PRIMARY	35'- 5"



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE (POLE SHALL BE ORIENTED FOR FUTURE MAST ARM INSTALLATION FOR THE MD 355 NORTHBOUND APPROACH). (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. INSTALL 27 FT. STEEL POLE WITH A 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS SIGNS AND 15 FT. STREET LIGHT ARM WITH 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. INSTALL HANDHOLE.
D. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
E. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
F. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
G. RELOCATE EXISTING SIGNAL HEADS AND SIGNS ON SPAN WIRE AS NOTED.
H. ADJUST VIDEO DETECTION CAMERA(S) TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT WILL BE INCIDENTAL TO THE VIDEO TRAFFIC DETECTION CAMERA UNIT COST.
J. INSTALL 24 IN. WHITE REMOVABLE PREFORMED PAVEMENT LINE MARKINGS (STOP LINE).
K. USE EXISTING HANDHOLE.
L. USE EXISTING CONDUIT.
M. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.

SPECIAL NOTES:

1. CONTRACTOR SHALL INSTALL CONDUIT AT SUFFICIENT DEPTH TO AVOID DISTURBANCE DURING ROADWAY CONSTRUCTION. CONDUIT SHALL BE INSTALLED PRIOR TO BEGINNING ROADWAY CONSTRUCTION.
2. SUFFICIENT LENGTHS OF SPARE CABLE SHALL BE INSTALLED TO RELOCATE SIGNAL HEADS FOR LATER STAGES.

WORK AREA

PAVEMENT TO BE REMOVED

TEMPORARY PAVEMENT

PLASTIC DRUM

CONCRETE BARRIER

VIDEO DETECTION ZONE

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
6. SEE MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL PAVEMENT MARKING DETAILS.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

STAGE 4a - TSP-4

REVISIONS	
G REBUILD TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS CONTRACT NO. FR4265172	2/23/2005
SRB, NML	
D PHASING CHANGE TO SPLIT SIDE STREET SHA NO. BW9961482	3/2004
C REDLINE REVISION NO. 3 NEW SHEET	2/15/2000
JPL	
B REDESIGN SIGNAL FOR REALIGNING OF WB I-70 RAMPS	

APPROVALS: ORIGINAL ON FILE

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNALIZATION PLAN

MD 355 AND MD 914 (NEW DESIGN RD.)/MONOCACY BLVD.

DRAWN BY:	S. BLOSS	F.A.P. NO.		TS NO.	3929G
CHECKED BY:	N. LEARY	S.H.A. NO.			SHEET NO.
SCALE:	1" = 20'	COUNTY:	FREDERICK	T.I.M.S. NO.	G 813
DATE:	8-12-99	LOG MILE:			OF

m:\31293\tsp04almd355.plf